

STATE OF WASHINGTON
LEGISLATIVE TRANSPORTATION
COMMITTEE

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REQUEST FOR
QUALIFICATIONS AND
QUOTATION

DATE: OCTOBER 5, 2004



LEGISLATIVE TRANSPORTATION
COMMITTEE

REP. EDWARD B. MURRAY
CHAIRMAN

Revised 10/5/04 3:27 p.m.

Request For Qualifications and Quotation to Conduct a Study of Alternative Financing Options

I. INTRODUCTION

• **ALASKAN WAY VIADUCT AND SEAWALL**

The Alaskan Way Viaduct is an elevated stacked structure running along the Seattle waterfront for approximately two miles. The Viaduct carries 110,000 vehicles a day which comprises about 25 percent of the total north-south movement through Seattle. The Viaduct was constructed in the 1950's and is nearing the end of its useful life. Damaged in the 2001 Nisqually earthquake, seismic experts estimate a five percent chance of collapse during a major earthquake in the next ten years.

The seawall is a 7,000 foot barrier between the Puget Sound and fill dirt upon which the western most area of downtown Seattle, up to Western Avenue, is built on. In addition to historic buildings, this fill supports rail lines serving freight and passengers, roads including the viaduct, and major utilities including power, water, sewer, natural gas and telecommunications. The seawall is approximately 70 years old and is showing signs of significant deterioration. The seawall was not designed to account for seismic forces and will be unable to resist an earthquake similar to the 2001 Nisqually. Seismic experts estimate the likelihood of an event in the next ten years is five percent.

Estimated costs to replace the Alaskan Way Viaduct and seawall are likely to range from \$2.7 Billion to \$4.0 Billion. Funding these projects with traditional sources, such as the motor fuel tax or vehicle license fees, would require a large increase in an increment that is usually used for many projects around the state.

• **INTERSTATE 405**

Constructed in the early 1960s as a bypass around Seattle for Interstate 5 (I-5) traffic, the 30-mile Interstate 405 (I-405) opened the countryside east of Lake Washington to commercial and residential development. Subsequently, I-405 has become the dominant north-south travel corridor east of I-5 moving nearly 800,000 people a day and twice the freight shipped through the Port of Seattle. More than two-thirds of the trips begin and end within the corridor and the remaining third has ties to communities along SR 167 and growing areas in East King County.

Traffic congestion is already having adverse effects on personal and freight mobility with some sections of I-405 experiencing congestion six to ten hours a day. This congestion costs millions in lost time and wasted fuel. Add to this the expected growth in the next 20 years and the impact to mobility has the potential for serious harm to the State's economy.

The improvements envisioned for I-405 were developed during a three-year EIS process and include roadway, transit and environmental investments to be made over the next 20 years. The cost for these improvements is likely to approach \$11 billion in 2002 dollars.

• **SR 520 BRIDGE REPLACEMENT AND HOV LANES**

SR 520 is one of Puget Sound's major arteries for transporting people and goods between Seattle and Redmond. One of the oldest floating bridges in the world, the SR 520 Evergreen Point Bridge has endured dozens of winter windstorms, several earthquakes and various traffic and boating accidents. It is considered to be at the end of its useful life.

Two build alternatives, 4 and 6 lanes, are currently being evaluated. All build alternatives would create a seismically sound and safe new Portage Bay Bridge and Evergreen Point Bridge, and would include expansion and improvements to the approach structures on the Evergreen Point Bridge, the Portage Bay Bridge, on- and off-ramps and segments of SR 520 on either end of the lake. A no-build alternative will also be considered to provide a baseline for comparison with the other alternatives.

The Transportation "Nickel" Funding Package passed by legislature in 2003 allocated about \$52 million to be distributed to the project over the next four biennia (through 2011). Current available funds will pay for initial design, some right-of-way purchases and environmental work. More money is still needed to complete design, right-of-way purchases and construction. The total project costs depend on the alternative chosen.

- 4-Lanes — \$1.7 - 2.0 billion
- 6-Lanes — \$2.6 - 2.9 billion

II. SCOPE OF WORK: INNOVATIVE FINANCING CASE STUDIES

The Legislative Transportation Committee (LTC) seeks a consultant to determine possible non-traditional funding sources that can be used to finance, in whole or part, the Alaskan Way Viaduct, I-405, and SR 520 projects. Non-traditional project funding sources are defined as: taxes, fees or charges that traditionally have not been used to fund transportation projects, and are specific to the project and/or related development. These sources may include, but not be limited to, tax increment financing, other methods to capture the value added by the improvements, development rights, user fees or other similar charges. These sources must not include traditional taxes and fees such as vehicle license fees, motor fuel taxes, motor vehicle excise taxes, etc.

The final report must include a description of the possible revenue sources; estimated annual amounts raised over 25 years based on the state fiscal year; requirements for implementation such as authorizing legislation, and any barriers to implementation such as constitutional or statutory restrictions.

The final report is due January 31, 2005 and must be delivered to the Legislative Transportation Committee, House Transportation Committee and Senate Highways and Transportation Committee. A draft report must be distributed to the staff of the respective committees by January 15, 2005.

III. RESPONSE CONTENTS

Statements must include the following information:

1. TITLE PAGE

- a. Name, address and telephone number of proposing organization and the contact person within the organization;
- b. Federal Tax ID number and Washington Uniform Business Identification (UBI) number issued by the Department of Revenue;
- c. The original signature of the person authorized to sign for the organization must be on the original response.

2. EXPERIENCE

- a. Name the Project Leader and describe his/her prior related experience.
- b. Identify other key personnel to be involved in the project. Include a complete and concise description of experience that is directly relevant to the responsibilities assigned to that individual.
- c. List any experience with similar projects.
- d. Provide a list of three professional references.

3. WORK SCHEDULE

Provide a schedule to accomplish the proposed analysis. Outline the specific activities for each component in the work schedule. The estimated start date is November 1, 2004. A draft report is due January 15, 2005 and the final report is due January 31, 2005.

4. COST

Include a separate listing of your estimated hours, hourly rates and overhead billing rates for all individuals assigned to the project. Also include a breakdown of other expenses, including but not limited to, travel, printing and supplies. The maximum amount available for this study is \$75,000.

IV. REVIEW AND SELECTION PROCESS

The statements of Qualifications and Quotation will be evaluated by a team appointed by the LTC. A consultant will be selected based upon the submitted written statement of qualifications, experience, work schedule and cost. LTC reserves the right to request in person interviews, if necessary for the final decision. LTC reserves the right, at its sole discretion, to reject any and all responses or to waive any deficiency.

V. STATEMENT OF QUALIFICATIONS AND QUOTATION SUBMISSION

The statement of Qualifications and Quotation must be concise and typewritten on letter-sized pages. Elaborate packaging is not necessary or desired. The original signature of the person authorized to sign for the organization must be on the original response.

All responses must be complete and become the property of LTC. LTC is not liable for any cost incurred by the consultant prior to the final execution of a contract, including costs of preparing and submitting responses to the Request for Qualifications and Quotation. The original response and four additional copies, including all supporting materials, must be submitted to:

Diane Schwickerath
Legislative Transportation Committee
PO Box 40937
531 15th Ave SE
Olympia, WA 98504-0937

Statements of Qualifications and Quotation must be received by 5:00 p.m., on October 14, 2004.

VI. CONTRACT

A cost reimbursement contract will be negotiated with the successful consulting firm. A payment schedule will be negotiated and specified in the contract.

VII. ADDITIONAL INFORMATION

Consultants who have not been selected for award will be notified in writing.

Specific questions related to this solicitation should be directed to Diane Schwickerath, (360) 786-7312, or preferably by email at schwicke_di@leg.wa.gov.

VIII. LTC RIGHTS

1. Determination of clarity and completeness in the responses to any of the provisions in this RFP will be made solely by the LTC. The LTC reserves the right to require clarification, additional information and materials in any form relative to any or all of the provisions or conditions of this RFP.
2. The LTC reserves the right to reject any or all proposals at any time prior to the execution of a contract acceptable to the LTC without any penalty to the LTC.
3. Should the LTC fail to negotiate a contract with the Apparently Successful Consultant, the LTC reserves the right to negotiate a contract with the next most qualified Consultant.
4. The LTC reserves the right, at its sole discretion, to waive minor administrative irregularities contained in any Consultant's submittal.

Thank you for your interest.
